

*Transportation*

Now, over those ten years, while highways within the province as well as the Trans-Canada highway were being constructed, carriers and road transport companies across the country have developed a trucking industry which is strongly competing with other means of transportation. They have shown a lot of aggressiveness and co-ordination in their efforts, in their activities, and have helped the country and the province of Quebec considerably, as far as the Quebec Trucking Association is concerned.

To-day, of course, those associations fear that by placing the road transport industry under the sole jurisdiction of the federal government the national transportation commission will be used as a means to permit the railways to carry on a competition which is becoming very difficult to meet. While the truckers and those involved in those companies succeed in spite of many difficulties in operating at a profit, they have to withstand the competition of the C.N. which operates with a deficit, of course, and which must deal with unprofitable services and with some branch lines, a situation which will apparently be corrected under the present legislation.

I should like to call the minister's attention to a paragraph of the Canadian Trucking Association brief on this subject. On page 3 of the brief presented, in January 1966, we read the following:

In the field of transportation, unrestricted competition will only bring back monopoly conditions. This should not blind us to the danger of excessive regulations or poor regulations. The standard is simply this: Are the regulations contributing to maintain transport services and continued competition?

At the present time, jurisdiction over trucking operations is split between the federal and provincial governments. Under current federal legislation, extra-provincial regulation policies are implemented by provincial boards completely without any co-ordination or even uniformity whatever between them.

Very little satisfaction is obtained from such a system by extra-provincial trucking contractors.

The present system under which extra-provincial truck transport is ruled by a certain number of individual regulatory boards, each operating under a different code and under provincial regulations is utterly impractical. The fact that they achieve a certain degree of effectiveness is a tribute to the common sense and intelligence of the members of the provincial boards. But to be practical—

And the brief continues with this conclusion:

What we need is uniform and co-ordinated regulations.

**An hon. Member:** Be practical. Read further on.

**Mr. Allard:** Do you want me to read seven or eight paragraphs more and waste the time of the house?

**An hon. Member:** It would not be any more boring.

**Mr. Allard:**

But any realist person here knows that it is possible to establish a set of rules to be more or less strictly applied. The essential point is to know whether the contradictions inherent in the system are likely to produce unfavourable results in the long run. To what extent may we rely on the individual capacity of provincial boards to overcome the fundamental weaknesses of the Motor Vehicle Transport Act? The very fact that the present system was set up to operate up to some degree since 1954 is all to the credit of our provincial regulating boards. After all, with regard to extra-provincial transport, they were instructed by parliament to regulate on extra-provincial trucking in the same way—and these are the exact words: "in the same way as for local trucking." Ten conflicting extra-provincial control systems have thus been set up. What we need are standard and co-ordinated regulations administered by the provincial boards, but under a new federal legislation.

The Canadian trucking industry feels it is possible, by taking regional problems into account, while preserving the role of provincial boards. But considering the national role of extra-provincial trucking companies, we also believe that when provincial boards are jointly interested in extra-provincial regulations, the federal legislation should group them together as a single board.

It should be pointed out that in its recommendation, the Canadian Trucking Association Inc. suggests standard and co-ordinated regulations administered by the provincial boards rather than by a single Canadian Transport Commission.

That is the whole difference, and that is the reason why, Mr. Speaker, I wish to call the attention of the hon. minister to this point of view of the Canadian Truckers Association. On page 1 of the memorandum which was distributed to hon. members of this house, by the hon. Minister of Transport, on the introduction of Bill No. C-231 we find the following:

Provision is also made for federal licensing and economic regulation of extra-provincial commodity pipelines and extra-provincial motor vehicle transport.

Licensing and economic supervision of these activities will be carried out by the new Commission as they may become necessary in the public interest.

The provisions with regard to these two modes of transportation will not come into force automatically, but will be proclaimed only when it is necessary to apply them and after consultation with the provincial authorities in the case of interprovincial highway traffic.